

**SUPPLEMENT TO THE**  
**ENVIRONMENTAL ASSESSMENT/  
PROGRAMMATIC SECTION 4(f) EVALUATION**

**for the**  
**Proposed Interchange Improvements at I-196**  
**at Chicago Drive (Baldwin Street) and**  
**Rehabilitation of the I-196 Freeway, between**  
**Kenowa Avenue and Chicago Drive**  
**in Georgetown Charter Township and the City of Grandville**  
**Ottawa and Kent Counties, Michigan**



Prepared by the:

**MICHIGAN DEPARTMENT OF TRANSPORTATION**

In cooperation with the

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION**

**February 27, 2007**



**SUPPLEMENT TO THE**

**ENVIRONMENTAL ASSESSMENT/  
PROGRAMMATIC SECTION 4(f) EVALUATION**

**for the**

**Proposed Interchange Improvements at I-196  
at Chicago Drive (Baldwin Street) and  
Rehabilitation of the I-196 Freeway, between  
Kenowa Avenue and Chicago Drive  
in Georgetown Charter Township and the City of Grandville  
Ottawa and Kent Counties, Michigan**

**PREPARED**

**by the**

**MICHIGAN DEPARTMENT OF TRANSPORTATION**

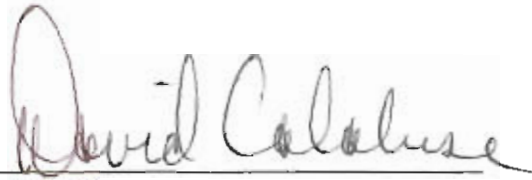
**in cooperation with the**

**U.S. DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

**APPROVED:**

2/27/2007  
Date

  
for the Federal Highway Administration

**For additional information concerning the proposed project, or this document, contact:**

**Mr. Ron Krauss**  
**Area Engineer**  
**Federal Highway Administration**  
**315 West Allegan Street, Room 201**  
**Lansing, MI 48933**  
**Phone: (517) 702-1822**

**Ms. Margaret Barondess, Manager**  
**Environmental Section**  
**Michigan Department of Transportation**  
**P.O. Box 30050**  
**Lansing, MI 48909**  
**Phone: (517) 335-2621**



## **PREFACE**

The National Environmental Policy Act (NEPA) of 1969 requires that the social, economic, and natural environmental impacts of any proposed action of the federal government be analyzed for decision-making and public information purposes. There are three classes of action. Class I Actions, which are those that may significantly affect the environment, require the preparation of an Environmental Impact Statement (EIS). Class II Actions (categorical exclusions) are those that do not individually or cumulatively have a significant effect on the environment and do not require the preparation of an EIS or an Environmental Assessment (EA). Class III Actions are those for which the significance of impacts is not clearly established. The preparation of an EA is used to determine the significance of impacts and the appropriate environmental document to be prepared, either an EIS or a Finding of No Significant Impact (FONSI).

This document is a supplement to the Environmental Assessment/Programmatic Section 4(f) Evaluation (EA) for the proposed Interchange Improvements at I-196 at Chicago Drive (Baldwin Street) in Georgetown Charter Township and the City of Grandville, Ottawa and Kent Counties, Michigan. The EA was signed by the Federal Highway Administration (FHWA) on December 12, 2005. A public hearing was held on January 5, 2006 and the FONSI was issued on March 22, 2006. The EA is incorporated into this document and is referenced in Appendix B.

This Supplement describes and analyzes rehabilitation of an adjacent two-mile section of I-196 between Kenowa Avenue and Chicago Drive. This supplement describes the construction alternative, potential impacts, and the measures taken to minimize harm to this segment of the project area. A public notice will be issued on February 27, 2007, soliciting public comments between March 1, 2007 through March 30, 2007 (30 days). Should public comment warrant a public hearing, one will be scheduled and held for the proposed action. If review and comments from the public and interested agencies support the determination of “no significant impact”, this Supplement will be forwarded to the FHWA with a recommendation that a FONSI be issued. If it is determined that the preferred alternative will have significant impacts that cannot be mitigated, the preparation of an EIS will be required.

This document also contains a Programmatic Section 4(f) Evaluation for the proposed rehabilitation of I-196 between Kenowa Avenue and Chicago Drive. Section 4(f) of the Department of Transportation Act requires that an evaluation be prepared when the proposed action may have an adverse effect on a property eligible for or listed on the National Register of Historic Places or may impact publicly owned land from a park, recreation area, or wildlife/waterfowl refuge of national, state or local significance. The proposed project described within this Supplement will not impact the non-motorized recreational trail and parking area. Impacts to these resources are still valid and are described within the Environmental Assessment and Final Project Mitigation Summary (Green Sheet), in Appendix B.

This document was prepared by the Environmental Section of the Michigan Department of Transportation (MDOT), in cooperation with the FHWA. The study team includes representatives from the following areas within the MDOT: Design, Project Planning, Real Estate, Construction and Technology, Traffic and Safety, and the Grand Region. Information contained in this Supplement was also furnished by other federal and state agencies, local units of government, public interest groups, and individual citizens.



# TABLE OF CONTENTS

	page
<b>PREFACE</b> .....	i
<b>SECTION 1 - DESCRIPTION AND NEED FOR THE FOR A SUPPLEMENT TO THE ENVIRONMENTAL ASSESSMENT/PROGRAMMATIC SECTION 4(f) EVALUATION</b>	
1.1    Need for a Supplement to the Environmental Assessment.....	1
1.2    Description of the Proposed Project.....	1
1.3    Purpose and Need for the Proposed Project.....	2
<b>SECTION 2 - AFFECTED ENVIRONMENT</b>	
2.1    Potential Social, Environmental, and Economic Impacts/Mitigation.....	5
Project Mitigation Summary “Green Sheet”.....	7
<b>SECTION 3 - PUBLIC AND AGENCY INVOLVEMENT</b>	
3.1    Agency Coordination and Participation.....	9
<b>SECTION 4 - PROJECT COSTS</b>	
4.1    Project Costs.....	9
<b>SECTION 5 - CONCLUSION</b>	
5.1    Conclusion.....	10
<b>SECTION 6 - PROGRAMMATIC SECTION 4(f) EVALUATION</b>	
6.1    Introduction.....	11
6.2    Proposed Action.....	11
6.3    Description of the Section 4(f) Facility.....	11
6.4    Impacts to the Section 4(f) Facility.....	12
6.5    Avoidance Alternatives.....	12
6.6    Measures to Minimize Harm.....	12
6.7    Conclusion.....	12
<b>APPENDICES</b>	
Appendix A – Existing and Proposed I-196 Cross-Sections.....	13
Appendix B – EA FONSI and EA Mitigation Green Sheet.....	15

## **EXHIBITS**

1.1	Study Area Map.....	3
-----	---------------------	---

## **TABLES**

4.1	Baldwin Interchange/I-196 Rehabilitation - Cost Summary by Segment.....	9
-----	---	---

## **ENVIRONMENTAL ASSESSMENT/TECHNICAL REPORTS (Available upon request)**

Environmental Assessment/Programmatic Section 4(f) Evaluation  
Traffic and Geometrics  
Hydraulic Analysis  
Air Quality Analysis  
Noise Analysis  
Preliminary Site Investigation



## **SECTION 1 - DESCRIPTION AND NEED FOR THE FOR A SUPPLEMENT TO THE ENVIRONMENTAL ASSESSMENT/SECTION 4(f) EVALUATION**

### **1.1 NEED FOR A SUPPLEMENT TO THE ENVIRONMENTAL ASSESSMENT**

The need for a supplement to the EA is based on a more recent interpretation of the federal regulations relating to project description and limits of the Preferred Alternative (PA). The I-196 rehabilitation project, between Kenowa Avenue and Chicago Drive, is referenced in the approved EA, in the Indirect and Cumulative Impacts section (Section 2.3). However, because it had independent utility and did not include any additional roadway capacity improvements, the I-196 rehabilitation project was not included in the actual description of the PA project limits. It was determined during the environmental classification process that this project segment should be included within the EA.

Construction of these two projects, along I-196, is being coordinated and planned for 2008. The two projects are being constructed together to take advantage of traffic control measures for the interchange project and reduce impacts to motorists. Since the rehabilitation project was already programmed and adjacent to the interchange project in the EA, it is more efficient and cost effective to coordinate both projects. The I-196 rehabilitation work was also noted in the approved EA for construction in 2008.

### **1.2 DESCRIPTION OF THE PROPOSED PROJECT**

The work proposed involves rehabilitation of the existing I-196 freeway, from west of Kenowa Avenue east to Chicago Drive. The rehabilitation work in this segment involves rubbilizing the existing concrete surface and resurfacing with a concrete overlay. Because the cost of the freeway mainline pavement items will be greater than \$1 million, the pavement design will require a Life Cycle Cost Analysis (LCCA) during the design phase to determine the appropriate type of pavement design. Also included within the limits of this I-196 rehabilitation project, is a deep overlay of the I-196 bridge decks over 36<sup>th</sup> Street. This work was planned prior to completing the EA, based on the condition of the referenced roadway and bridges; no additional capacity improvements are included on this segment. At this time, no additional right-of-way or grading permits will be required.

The work is being performed to improve the existing pavement and bridge conditions. It has been included in the MDOT Grand Region 5-Year Program before the I-196 at Chicago Drive/Baldwin Street Interchange EA began and a preferred alternative was selected. The interchange project was programmed and scheduled to coordinate with the freeway rehabilitation project. The proposed I-196 road and bridge work will take advantage of the freeway traffic cross-overs being constructed to accommodate and maintain traffic during the I-196 at Chicago Drive/Baldwin Street Interchange construction.

## **1.3 PURPOSE AND NEED FOR THE PROPOSED PROJECT**

### **Purpose for the Proposed Project**

The purpose of this Supplemental EA is to include the I-196 rehabilitation work, between Kenowa Avenue and Chicago Drive, with the interchange improvement project. The rehabilitation project is referenced in the approved EA, in the Indirect & Cumulative Impacts section (Section 2.3). The purpose of the project is to rehabilitate this segment of the I-196 freeway by adding longevity to the pavement structure and improving the pavement surface conditions; in conjunction with the interchange modification project included in the original PA, from the approved EA. The direct coordination of these projects, along I-196, is more cost-effective and will enhance mobility while minimizing user impacts during construction.

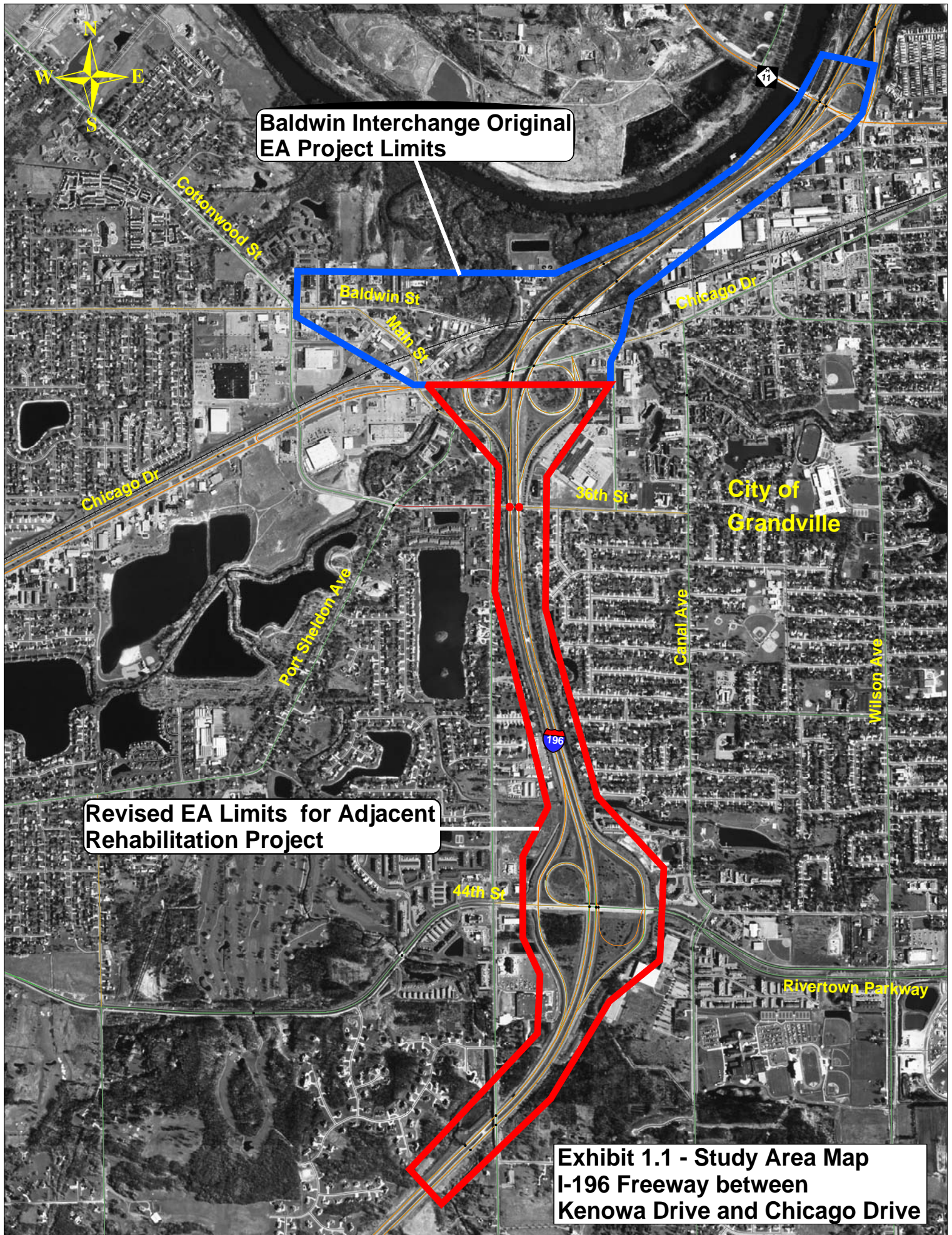
### **Need for the Proposed Project**

The rehabilitation project is based on the need to improve the surface condition of the roadway and bridges along I-196, between Kenowa Avenue and Chicago Drive. It is part of a statewide strategy to rehabilitate and improve the overall condition of all state trunklines in Michigan. As a result of this strategy, the referenced segment of freeway was included in the MDOT 5 Year Road and Bridge Program in 2003 and planned for construction in 2008. Coordination of these projects is necessary to minimize user inconvenience, enhance mobility, and make use of traffic control measures being constructed with the Interchange modification project from the EA. The need for a Supplemental EA, for this rehabilitation project, is based on a change in interpretation of the federal regulations related to the project description and limits of the PA.

### **Preferred Alternative**

The work proposed in this Supplemental EA, in addition to the original PA from the EA, involves rehabilitation of the existing I-196 freeway, from west of Kenowa Avenue east to Chicago Drive. The rehabilitation work will involve rubbilizing the existing concrete surface and resurfacing with a concrete overlay within this roadway segment. Also included within the limits of this I-196 rehabilitation project, is a deep resurfacing overlay of the I-196 bridge decks over 36<sup>th</sup> Street.









## SECTION 2 - AFFECTED ENVIRONMENT

As with all proposed projects, MDOT and FHWA have conducted a review of potential social, environmental, and economic impacts associated with the proposed project. Impacts that had a reasonable possibility for individual or cumulative significant impacts were analyzed further. The result of this analysis and measures to minimize short-term impacts during construction are discussed in Section 2.1. Specific mitigation measures are included in the Project Mitigation Summary “Green Sheet” located at the end of this section.

### 2.1 POTENTIAL SOCIAL, ENVIRONMENTAL AND ECONOMIC IMPACTS

This section of the Supplemental EA describes the potential social, environmental, and economic impacts associated with the I-196 rehabilitation project, between Kenowa Avenue and Chicago Drive. This Supplement describes only those additional impacts associated with this portion of the overall project. Impacts that have been described within the EA for the Baldwin Street Interchange Modification are still valid. Mitigation commitments made within the EA are still valid and are further described within the Green Sheet contained in the FONSI issued with this project.

#### Potential Social, Environmental, and Economic Impacts/Measures to Mitigate

- **Potential Impact** - The rehabilitation project will extend the lane closures and limits of crossed-over traffic to include the I-196 Baldwin Street Interchange Modification and the I-196 rehabilitation project, between Kenowa Avenue and Chicago Drive. This should not restrict the mainline traffic flow any more than the I-196/Baldwin Interchange project would by itself, but it will lengthen the overall restriction.

**Measures to Mitigate** – Mitigation measures can include temporary ramp cross-overs, expedited work schedule, and use of off-peak construction or restricted work hours.

- **Potential Impact** - At times, there may be the need for temporary ramp closures at the Chicago Drive and 44<sup>th</sup> Street Interchanges on I-196. This will have affects on both mainline and local street traffic, such as loss of a traffic movement and increase the potential for traffic congestion.

**Measures to Mitigate** - Mitigation measures can include temporary ramp cross-overs, expedited work schedule, and use of off-peak construction or restricted work hours.

- **Potential Impact** - Impacts will occur on 36<sup>th</sup> Street due to the I-196/36<sup>th</sup> Street bridges deep overlay project. These impacts will include temporary shoulder closures, sidewalk closures, and pedestrian detours.

**Measures to Mitigate** - Mitigation measures include keeping one shoulder open at all times by alternating lane closures. Sidewalk closures will include pedestrian detours that will be clearly marked and signed.

- **Potential Impact** - Five streams cross I-196 between Kenowa Avenue and Chicago Drive. No culvert extensions are required and no Michigan PA 451 (Natural Resources and Environmental Protection Act, Part 301 (Inland Lakes and Streams) permit is required for the I-196 rehabilitation.

**Measures to Mitigate** - No impacts were identified and no mitigation measures are required.

- **Potential Impact** - Two areas of regulated floodplain occur adjacent to I-196 within the project limits. No floodplain fill or impacts will occur at the Grand River or Huizenga Drain and no Michigan PA 451, Part 31 (Floodplains) permit is required for the I-196 rehabilitation.

**Measures to Mitigate** - No impacts were identified and no mitigation measures are required.

- **Potential Impact** - Wetlands exist within the right-of-way primarily near the southern/western limits of this project. No new road slopes will extend into any wetlands and no Michigan PA 451, Part 303 (Wetlands) permit is required for the I-196 rehabilitation.

**Measures to Mitigate** - No impacts were identified and no mitigation measures are required.

**Project Mitigation Summary (Green Sheet)**  
**For the Preferred Alternative**

**(DRAFT) February 27, 2007**

**Supplement to the  
Environmental Assessment  
Programmatic Section 4(f) Evaluation**

for the  
Proposed Interchange Improvements at I-196  
at Chicago Drive (Baldwin Street) and  
Rehabilitation of the I-196 Freeway, between  
Kenowa Avenue and Chicago Drive  
in Georgetown Charter Township and the City of Grandville  
Ottawa and Kent Counties, Michigan

**This Green Sheet contains the project specific mitigation measures being proposed at this time for the rehabilitation of the I-196 freeway between Kenowa Avenue and Chicago Drive. A Final Green Sheet will be prepared and included in the Finding of No Significant Impact (FONSI) for this Supplement. These mitigation items and commitments may be modified during the final design, right-of-way acquisition, or construction phases of this project.**

**Please refer to the Green Sheet in the Environmental Assessment/Programmatic Section 4(f) Evaluation and FONSI issued for the I-196 interchange improvements at Chicago Drive (Baldwin Street) for additional mitigation requirements associated with this project.**

**I. Natural Environment**

A. *Water Quality* - Roadway runoff will be treated by maximizing the use of vegetated swales for drainage conveyance and minimizing the direct discharge of bridge runoff.

**II. Construction**

A. *Construction Permits* - No permits are required from the MDEQ for the I-196 rehabilitation project from Kenowa Avenue to Chicago Drive.

B. *Maintaining Traffic* - A Motorist Information Plan (website and electronic message signs) will be developed and implemented during construction to identify lane closures and alternate routes, in coordination with the interchange project from the original EA.





## **SECTION 3 - PUBLIC AND AGENCY INVOLVEMENT**

### **3.1 PUBLIC AND AGENCY INVOLVEMENT**

During the EA and post EA public involvement process, the coordination of the interchange improvement and freeway rehabilitation projects was discussed with the public and local officials. The direct coordination of these projects, along I-196, has been planned for construction in 2008 and will improve mobility while minimizing user impacts. MDOT will also offer the opportunity for a public hearing at the end of the 30-day public comment period for this Supplement to the EA/Programmatic Section 4(f) Evaluation.

## **SECTION 4 - PROJECT COSTS**

### **4.1 PROJECT COSTS**

The estimated I-196 road and bridge rehabilitation project, between Kenowa Avenue and the southern limits of Chicago Drive is currently estimated at \$5.8 million dollars.

The estimated cost of the ramp construction at I-196 Chicago Drive (Baldwin Street) interchange is approximately \$42.6 million dollars. This cost includes design, ROW acquisition, and road/bridge construction.

The following Table 4.1 illustrates the cost breakdown for both segments of work.

**TABLE 4.1 – Baldwin Interchange/I-196 Rehabilitation - Cost Summary by Segment**

<b>Segment</b>	<b>Road Cost (\$millions)</b>	<b>Bridge Cost (\$millions)</b>	<b>Total Cost (\$millions)</b>
Baldwin Street and I-196	\$23.336	\$19.125	\$41.461
ROW	---	---	\$1.130
I-196 Rehabilitation	\$ 5.194	\$ 0.591	\$ 5.785
Total	\$28.530	\$19.716	\$48.246

\*Local road modifications recommended in the original Environmental Assessment would be funded with city/county transportation funds.

## **SECTION 5 - CONCLUSION**

### **5.1 CONCLUSION**

The Michigan Department of Transportation has reviewed this project for potential impacts on the human and natural environments. Based on the information in the original EA, field reviews, coordination with the public and other agencies, in combination with this Supplemental EA, it is anticipated that this project will have no long-term significant negative impacts on the natural or human environment within the project area.

## **SECTION 6 - PROGRAMMATIC SECTION 4(f) EVALUATION**

### **6.1 Introduction**

This project is being processed for approval under the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Programmatic Section 4(f) Evaluation published in the August 22, 1983 Federal Register.

Section 4(f) of the 1966 Department of Transportation Act specifies that publicly-owned land from a park, recreational area, or wildlife and waterfowl refuge of national, state or local significance, or any land from a historic site of national, state or local significance, may not be used for transportation projects unless: 1) there is no feasible and prudent alternative; and 2) proposed projects include all possible planning to minimize harm.

Section 6(f) of the Land and Water Conservation Fund Act (L&WCF), as amended, ensures that property acquired or developed with L&WCF assistance shall not be converted to other than public outdoor recreation uses without the approval of the Secretary of the U.S. Department of the Interior. However, no lands within the proposed project have been acquired or developed with L&WCF assistance. Thus, Section 6(f) documentation is not required.

This Section 4(f) Evaluation discusses the proposed project, its potential impacts to a Section 4(f) property, avoidance alternatives and measures to minimize harm. Upon consideration of comments received from resource agencies and the public concerning the proposed action, the Federal Highway Administration will either apply the Section 4(f) Evaluation and document the project files or prepare a separate Final Section 4(f) Evaluation for processing under the procedures set forth in Federal Highway Administration regulations 23 CFR 771.135.

### **6.2 Proposed Action**

The additional work proposed in this Supplemental EA, involves rehabilitation of the existing I-196 freeway, from west of Kenowa Avenue east to Chicago Drive. The rehabilitation work will involve rubbilizing and resurfacing or a concrete overlay of this roadway segment. Also included within the limits of this I-196 rehabilitation project is a deep overlay of the I-196 bridge decks over 36<sup>th</sup> Street.

### **6.3 Description of the Section 4(f) Facility**

**Grandville Trail** - The Grandville Extension of Kent Trails, completed in 2004, is owned and maintained by the city of Grandville. The Grandville Extension is a 12 foot wide, linear park, meandering between the Grand River and I-196 from the trail head parking area (also used by the city of Grandville Wastewater Treatment Plant) and connecting to Kent Trails System. The trail offers residents many opportunities to enjoy the river and surrounding wooded area including fishing, cycling, in-line skating, jogging, and walking.

#### **6.4 Impacts to the Section 4(f) Facility**

The proposed project detailed within this Supplemental EA will not impact the Section 4(f) facility.

#### **6.5 Avoidance Alternatives**

Avoidance alternatives will not be required as the proposed project detailed within this Supplemental EA will not impact the Section 4(f) facility.

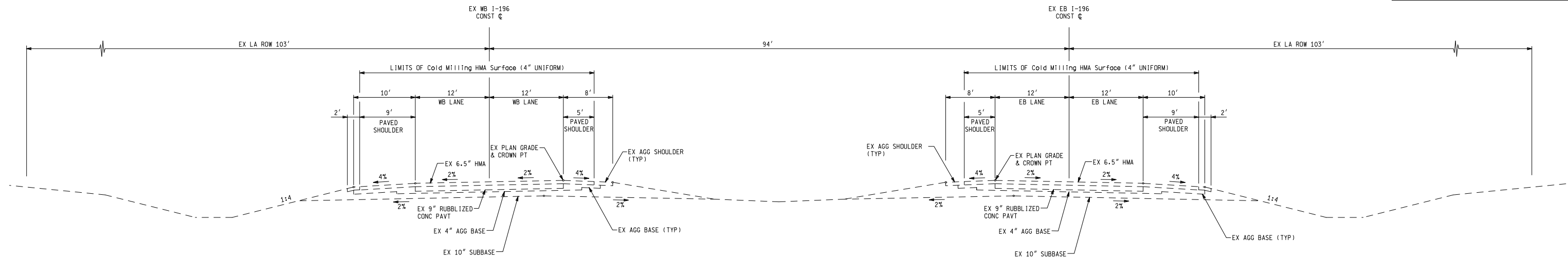
#### **6.6 Measures to Minimize Harm**

Measures to minimize harm will not be required as the proposed project detailed within this Supplemental EA will not impact the Section 4(f) facility.

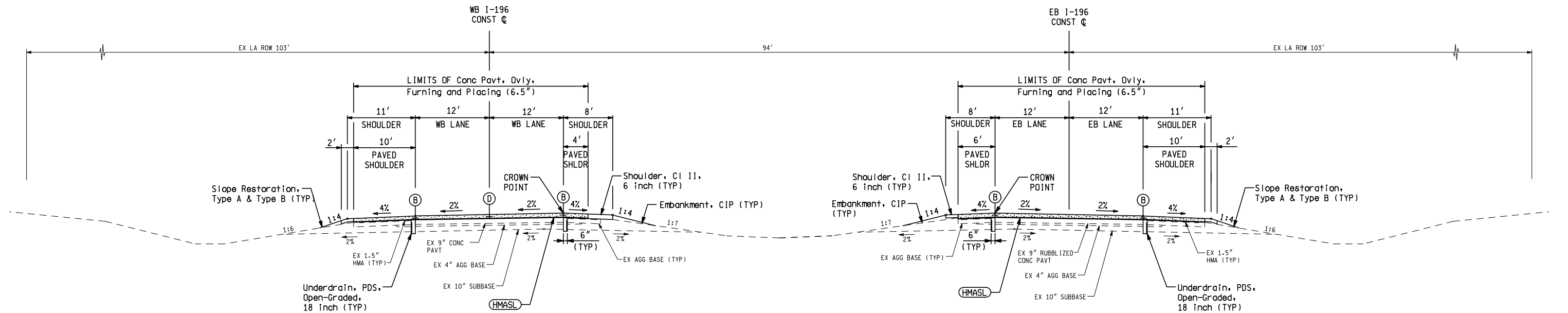
#### **6.7 Conclusion**

Based upon the above considerations, the I-196 rehabilitation project between Kenowa Avenue and Chicago Drive will have no impacts on the Grandville Trail and associated parking area.


FINAL R.O.W.			
AUTH	DATE	NO.	REVISION



EXISTING TYPICAL SECTION - NORMAL SECTION



PROPOSED CONCRETE OVERLAY TYPICAL SECTION  
NORMAL SECTION

<b>benesch</b> alfred benesch & company Engineers • Surveyors • Planners 222 North Washington Square, Suite 200 Lansing, Michigan 48203 PH 517-482-1682 Fax 517-482-7180	 Michigan Department of Transportation	I-196 TYPICAL CROSS SECTIONS				
		DATE 01/31/07	SCALE 1" = 8'	CONT. SEC. 41029	JOB NO. 75069A	DESIGN UNIT GREEN

FILE NAME: overlay\_normal.dgn  
WORKED ON BY: SMK  
DATE:  
CHECKED BY:  
DATE: 01/31/07

## **Appendix B**

### **EA FONSI EA Mitigation Greensheet**



U.S. Department  
of Transportation

Michigan Division

315 West Allegan St., Room 201  
Lansing, Michigan 48933

**Federal Highway  
Administration**

March 23, 2006

Ms. Susan P. Mortel, Director  
Bureau of Transportation Planning (B340)  
Michigan Department of Transportation  
Lansing, Michigan

Dear Ms. Mortel:

Finding of No Significant Impact  
I-196 at Chicago Drive (Baldwin Street)  
Georgetown Charter Township and City of Grandville  
Ottawa County and Kent County, Michigan

Reference is made to your February 10, 2006, letter, requesting a Finding of No Significant Impact (FONSI) for the proposed project. We have completed our final review of the Environmental Assessment document along with updated MDOT replies to public comments received March 17, 2006, and conclude the proposed project will have no significant impacts to the environment. Accordingly, our signed FONSI determination is enclosed. Please transmit a notice to the affected federal, state, and local government units, informing them the FONSI document will be available from your Department, or our office, upon request from the public.

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the MDOT is authorized to proceed with further project development.

Sincerely,

Ronald L. Krauss  
Area Engineer

For: James J. Steele  
Division Administrator

Enclosure

cc: Margaret Barondess, MDOT, Transportation Planning (B340)  
Mike O'Malley, MDOT, Transportation Planning (B340)  
Dave Schuen, Transportation Planning (B340)  
Vicki Weerstra, MDOT, Grand Region  
Dennis Kent, MDOT, Grand Region  
File: MA 04-A-07

Word# P- 19476

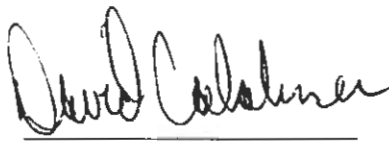
Federal Highway Administration  
Finding of No Significant Impact  
I-196 at Chicago Drive (Baldwin Street)  
Georgetown Charter Township and City of Grandville  
Ottawa County and Kent County, Michigan

The FHWA has determined that this project will not have any significant impacts on the human or natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment and "Project Mitigation Summary 'Green Sheet' For The Preferred Alternative". In addition:

- The proposed project will require the purchase of additional Right-of-way. Acquisition assistance and advisory services will be provided by MDOT in compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended; Act 87, Michigan P.A. 1980, as amended; Act 31, Michigan P.A. 1970; and Act 227, Michigan P.A. 1972.
- The proposed project will impact approximately 1.34 acres of wetlands (1.26 acres of palustrine forested and 0.08 acre palustrine emergent shrub scrub). An Act 451, Part 303 permit will be obtained from the MDEQ—that will include a wetland mitigation and monitoring plan. MDEQ mitigation requirements are 2 to 1 mitigation ratio for forested and 1.5 to 1 mitigation ratio for emergent wetlands, equating to 2.64 acres for mitigation (2.52 acres of forested and 0.12 acre of emergent). A USACE permit may be required in conformity with Section 404 of the Federal Clean Water Act and Federal Executive Order 11990. USACE mitigation requirements are 4 to 1 mitigation ratio for forested and 2 to 1 mitigation ratio for emergent wetlands, equating to 5.2 acres for mitigation.
- The proposed project includes approximately 23,000 cubic yards of fill in the Grand River water shed. An Act 451, Part 3I and Part 30I permit will be obtained from the MDEQ—that will include a definitive hydraulic analysis—along with a USACE permit.
- It has been verified that MDOT conducted the Public Involvement Process accordingly.

The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

3/22/06  
Date

  
Responsible Official

Field Operations Group Leader  
Title



**Project Mitigation Summary “Green Sheet”**  
**For the Selected Alternative**

**March 2006**

**Finding of No Significant  
Impacts (FONSI)**

Proposed Interchange Improvements at I-196  
at Chicago Drive (Baldwin Street)  
in Georgetown Charter Township and the City of Grandville  
Ottawa and Kent Counties, Michigan

**This project mitigation summary “Green Sheet” contains the project specific mitigation measures being considered at this time. These mitigation items and commitments may be modified during the final design, right-of-way acquisition or construction phases of this project.**

**I. Social and Economic Environment**

*A. Visual Resources* - Tree replacements will be offered to residents along Baldwin Street to mitigate for tree removals. MDOT will facilitate a context sensitive solution workshop to involve the community in determining the aesthetic treatment for proposed retaining walls adjacent to the new bike path.

*B. Maintaining Traffic* - A Motorist Information Plan (website and temporary electronic message signs) will be developed and implemented during construction to identify lane closures and alternate routes. Through traffic on Baldwin Street may need to be detoured for approximately one month. Coordination with local officials will occur to facilitate emergency service and school bus routes. Access to residences and businesses within the project area will be kept open during construction.

*C. Recreation* – The ROW needed from the Grandville Trail parking area will be kept to a minimum. The construction area will be fenced and signed. The parking spaces and parking area impacted will be replaced. Access will be maintained to the Grandville Trail and parking area at all times during construction. The parking of vehicles or storage of equipment and materials on park property during construction is prohibited. The recreational property will be restored to its current condition or better upon completion of construction activities.

*D. Local Road Issues* - Public Hearing comments concerning the intersection operations at Cottonwood Drive, proposed Old M-21/CSX crossing closure, and sidewalk along the south side of Baldwin Street will be forwarded to the appropriate county, township, or city officials.

## **II. Natural Environment**

*A. Stream Crossing* - Strict soil erosion and sedimentation controls including construction staging will be set up for the replacement structures over both Rush and Buck Creeks. Stream bed protection stone will be placed in all disturbed creek bottom areas.

*B. Wetlands* - Approximately 1.26 acres of palustrine forested and 0.08 acres of palustrine emergent wetlands will be impacted by construction of the Preferred Alternative. Using the 2 to 1 mitigation ratio for forested and 1.5 to 1 ratio for emergent, this project will require a total mitigation of 2.64 acres (2.52 acres of forested wetland and 0.12 acres of emergent). The mitigation site selected is the fish farm site adjacent to the floodplain on the south side of the Grand River in Robinson Township, Ottawa County. The wetland mitigation and monitoring plan will be included in the Act 451, Part 303 permit to be obtained from the MDEQ. If a Federal Section 404 permit is required from the U. S. Army Corps of Engineers (COE), higher wetland mitigation ratios (forested 4 to 1 and emergent 2 to 1) would require 5.04 acres of forested and 0.16 acres of emergent mitigation for a total project wetland mitigation of 5.2 acres.

*C. Floodplains* - The total amount of fill within the floodplain for both the service road and new I-196 ramps is estimated at 23,000 cubic yards. The removal of the existing bridge and supports for the existing Baldwin Street bridge will remove approximately 22,500 cubic yards from the floodplain. The remaining 500 cubic yards of compensatory cut will be accomplished on site in the floodplain or at the Fish Farm wetland mitigation site.

*D. Water Quality* - Roadway runoff will be treated by maximizing the use of vegetated swales for drainage conveyance and minimizing the direct discharge of bridge runoff. Any disturbed groundwater wells and sanitary sewer lines will be properly addressed. All storm water outfalls will be properly labeled.

## **III. Cultural Environment**

*A. Historic Resource* - The State Historic Preservation Office has determined that the proposed work will have no adverse effect on historic properties. A small vacant portion of the Jenison Baptist Temple property will be acquired, but no buildings, trees, or parking areas will be impacted. If design changes occur in the vicinity of the historic property, the MDOT Historian will review the changes.

#### **IV. Hazardous/Contaminated Materials**

A. *Project Contamination* - A Preliminary Site Investigation (PSI) was performed for this project. Potential areas of concern have been identified and additional review (and testing if required) will occur during the design phase when slope-stake lines and construction limits are determined.

B. *Contamination Exposure* - A Workers Health and Safety Plan will be prepared if any asbestos, lead, or other contamination is identified.

#### **V. Construction**

A. *Construction Permits* - Permits under Act 451, Parts 31, 301, and 303, are required from the MDEQ for this project. Coverage under the National Pollutant Discharge Elimination System (NPDES), which is administered by the MDEQ, is also required. A Federal Section 404 (Federal Water Pollution Control) permit from the COE may be required for this project. If a Section 404 permit is needed, all federal permit requirements mandated in the COE website guidelines will be followed.

B. No work will occur in the Rush Creek and Buck Creek channels from March 1 to April 30 and September 15 to November 30 to protect salmon and steelhead fish spawning. Work may occur within an enclosed cofferdam during these times.

C. Water from dewatering of cofferdams used for work in Rush Creek and Buck Creek will be treated prior to discharge.